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WORTH CONSIDERATION.

The bubble of prosperity that rose so lightly from Canton, Ohio, a few days before election and was drifted over a portion of the country for a few days after, seems to have burst and vanished into thin air. It now seems certain that the country must close before relief can be secured by National legislation. During this long delay tens of thousands of worthy people will have been ruined. Considering this, is it not advisable to at least try to arrest the downward tendency, by State action?

If, as it appears now, the country must await the slow process of National legislation, or the doubtful result of an international monetary conference to restore the parity between gold and silver, what possible hope can there be for the several silver producing States which must necessarily depend upon their output of the white metal for support. With the mines closed in these several States, the other limited interests are sure to be crippled and in many instances will fail.

The bill has arrived when thinking men must, in order to aid their fellowmen, originate and inaugurate new projects, new methods and schemes to stay, if only for a time, the disaster and suffering that seems to be eminent. Several ideas have been advanced among which is the "Establishing of bullion bureaus or warehouses in which silver can be deposited and receipted for in quantities of 37 1/4 grains, or multiples thereof with the statement that that amount of pure silver, worth at coinage rate one or more dollars will be delivered to the holder on presentation."

Accepting these bullion receipts would be simply taking pay in uncoined silver in an easily transferable shape and at a rate at which it could be exchanged for gold if desired.

As the Legislature is about to convene, why not consider some method of helping the people of the State open the mines, and if necessary to bring such a result about confer with Utah, Colorado, Montana and other mining States with a view of aiding and advancing the principal industries of these States. It will doubtless be said that such a scheme would be unconstitutional or contrary to law, but the business could be handled in a legitimate and legal manner and not to the injury of the general Government in the least. The relief, if only temporary, would be welcomed by thousands and would place the silver producing States on an independent footing and bring happiness and prosperity to a large part of the country that is now in a deplorable condition.

CALIFORNIA WANTS PROTECTION.

The State Tariff Convention of California held its first meeting last Thursday at San Francisco. There was a large attendance and the principal business transacted was the consideration of the method of securing additional protection for California home products. The chairman, Mr. Craig, in calling the convention to order said that it was not necessary to cross the Atlantic to find danger to the State's industries for it was to be found in Mexico, Australia and elsewhere. He named a number of articles of manufacture which came in direct competition with home manufactures and that it would be impossible for local artisans and industries to compete unless they were aided by a proper protective tariff.

Various committees were appointed and resolutions introduced recommending a tariff on wines and foreign brandy, also rates on wool, hair, shoddy cloth, timber and lumber. After considerable discussion an adjournment was taken until Saturday in order that representatives of the various industries and interests could be heard by the committee, who could then report intelligently upon the resolutions and decide upon a plan of action to place before the convention.

Many prominent persons in the State were present and took an active part in the proceedings. The indications are that the Californians are determined upon protecting their industries if possible and have gone at it in a systematic way. The State is situated so that her people are required to compete with Mexico, British Columbia, and Australia and even China and Japan, and under the existing conditions are beginning to feel the effects much more seriously than they did a few years ago when times were better. They are beginning to realize that they must be up and doing and are acting accordingly. The natural advantages of the State are such that instead of a little over 1,000,000 inhabitants, ten million people could find homes and earn a comfortable living.

Nevada has sided. California greatly in the past, but is given little credit for it and now that our principal interest is suffering from unfair legislation she can appreciate our position and though giving us little consideration at the last election may have an opportunity to enjoy a similar experience regarding her own products.

The report of the Grand Jury now in session in Ormsby county is looked forward to with interest. It is said there may be a sensation.

Ensign N. T. Coleman, appointed for steel inspection duty at Harborsburg, will be court-martialed on a charge of neglect of duty.

CONGRESSIONAL NEWS.

Debate on the Funding Bill Grows Interesting.

JOHNSON GROWS VIOLENT.

He Says the California Delegation, Excepting Bowers, Are Afraid of the Newspapers.

WASHINGTON, January 8.—The House today resumed the debate on the Pacific Railway Funding bill. Payne, Representative of New York, occupied the Chair.

Peterson, Democrat, of Tennessee, a member of the committee, opened the debate with a half hour's speech in favor of the measure. It was useless to discuss the wrongs, he said, which had no standing in court. The truth was the Government loaned its bonds to the projectors upon security which the United States accepted. The projectors occupied no trust relation to the Government. The second mortgage held by the Government covered 2,293 miles. Each mile carried an indebtedness of \$58,645. "I confess," said he, "my face is set like flint against Government control of these roads." [Applause.] In conclusion, he said he believed the bill presented the best bargain the Government could make.

Harrison, Democrat, of Alabama, another member of the committee, followed in opposition to the bill. He believed the time for action had come, but the pending measure was too liberal to the companies. The proposition made by the Union Pacific to the Government was much better than this bill. The Union Pacific was in a much better condition to pay than the Central. Why should both be placed on the same footing?

Harrison also opposed the bill's substitute on the ground that the Government could not comply with its provisions. One was too liberal, the other too stringent. He proposed a substitute which would create a commission consisting of the Secretary of the Treasury, Secretary of the Interior and Attorney General, with full power to settle indebtedness on all bonded railroads. In support of this substitute, he urged that Congress could not obtain information on which to negotiate; second, that the two houses could not agree, and third, a committee could conduct the settlement in a business like way and to a much better advantage than the Government could by the passage of a hard and fast bill.

Boatner of Louisiana antagonized the bill. He insisted that the Government to-day, by the execution of the Thurman act, had a lien on all property of the road, and it gained no additional security by the pending bill. He declared the Government was not the helpless creditor of an insolvent debtor. The Government could not afford to disregard the fact that these roads had been despoiled of enough money to pay the entire debt. He declared the Government had a right, after it had exhausted its ability, to secure its debt from the roads, to proceed against those who had despoiled them. The Supreme Court had held the United States had that right as soon as the road defaulted. They had now defaulted. He favored a settlement, but never would vote for a measure which would cut off the right of the Government to proceed against defaulting directors and officers of the roads, who enrich themselves at the expense of these properties. He wanted it distinctly understood that this or any other funding bill would give these men a quit claim.

"Is not that the real purpose of the owners of the Southern Pacific?" asked Maguire.

"It is, in my opinion, the prime motive of all this legislation," replied Boatner. "The owners of these colossal fortunes are more interested in relieving themselves of this liability than settling the rights of the United States."

Swanson, Democrat of Virginia, in opposing the bill asserted that this bill constituted the poorest proposition, from the standpoint of the Government, ever submitted to Congress. Two years ago the Union Pacific Reorganization Committee offered a proposition twice as good as this. In analyzing the bill he said it would push \$45,000,000 of securities ahead of the Government lien. The idea that the Government lien was worthless is ridiculous. Certainly no one contended that the Government's mortgage was not anterior to the stock of the Union Pacific and Central Pacific, yet the stock of the former of the face value of \$68,000,000 sold on the market yesterday for \$10, and that of the Central for \$15.

"The stock of the Union Pacific," interrupted Powers, "is subject to an assessment of \$15."

"So much the better for my argument," replied Swanson. "If it was not subject to assessment it would be worth \$25."

McCall, Representative of Massachusetts, to whom ten minutes was yielded, opposed the measure and diverted the time to a refutation of the claim that

the United States at present had no lien on the Omaha terminal.

Powers interrupted and insisted the Supreme Court had defined that the lien of the Government only extended to the portion of the road actually aided.

Continuing, McCall said he did not agree with much of the invective against the roads. He thought there should be a settlement, but the terms of the bill were too liberal. He argued the rate of interest should be 3 per cent.

Wheeler (Dem.) of Alabama said he wanted the Government to settle on the best terms to be obtained. He was ready to accept Harrison's commission scheme for a lump sum as proposed by the Secretary of the Interior.

Johnson (Rep.) of California, a member of the committee, and the only member of the California delegation in favor of the bill, made a characteristic speech of twenty minutes in its advocacy. He ridiculed the scarecrow which was always pushed into the horizon whenever a scheme for the adjustment of the Pacific railroad debts was proposed. The fact that the projectors of the road made money was something some members could not forget. Everybody wanted to make money. What would those who denounced Huntington have done if they had had the building of the roads? If Mayor Setro and "that Hearst," to whom he applied an opprobrious adjective, had built those roads they would not only have made money—they would have bankrupted the Government itself. Suppose the projectors did make money, the question with us as the custodians of the Government's interest is: "How shall we get the Government's money back?"

Johnson denounced ex-members for "lobbying" on the floor against the bill. He then proceeded to argue it was idle to insist that the roads should pay more interest than they are able to. He declared with much feeling that there was not a member from California, except possibly Bowers, who, if they would express their honest sentiments, would not support this measure. He said they were all afraid of the newspapers of San Francisco. All this fulmination against the bill, he said, was due to Adolph Sutro and W. R. Hearst. The mention of these names seemed to arouse all the pent-up ire in Johnson's nature, and he proceeded to pour out vials of his wrath on them.

Arnold (Rep.) of Pennsylvania, spoke for the bill, and Parker (Rep.) of New Jersey, and Bell and Shafer of Colorado against it.

Hepburn (Rep.) of Iowa made an extended argument for the bill. He asserted that the California opposition was based on the desire for Government ownership and operation.

TELEGRAPHIC NOTES.

The Hearst residence near Oroville was destroyed by fire yesterday. Loss, \$15,000; insurance, \$6,000. A defective fuse was the origin.

In the Cathedral at Canterbury, England, yesterday The Right Hon. and most Rev. Frederick Temple, D.D., was enthroned as Arch-Bishop and Primate of all England.

Judge Bonn at St. Paul yesterday, upon petition of Public Examiner Kenyon, appointed J. F. Fitzpatrick receiver of the Bank of North St. Paul. The deposits of the bank were mainly public funds.

The Times of India says that owing to the exodus on account of the plague the population has been reduced one-half. The weekly mortality is 200 per 1,000, and more shops are closed than open in the native quarter.

Sheriff Yecker and twenty deputies had a lively fight with striking coal miners at Rutland, Ill., yesterday, in which two miners were seriously hurt. The fight lasted fully an hour and a half. More trouble is expected.

News is being received from Bechuanaland of a serious description. The settlers of Kurkman have gone to Laage, and the natives to the number of 700 are raiding farms, stealing cattle and committing other depredations.

Lady Selina Scott, mother-in-law of Earl Russell, who pleaded guilty yesterday in conjunction with John Cockerton and Wm. Aylott to criminally libeling the Earl, was sentenced to eight months imprisonment without hard labor. Aylott and Cockerton received similar sentences.

The last message of Governor Matthews of Indiana was submitted to the Legislature yesterday. The Governor expressed strong sympathy for the Cuban insurgents, and recommended the Legislature to adopt a resolution requesting Congress to use every effort so that at least belligerent rights be accorded them by our Government.

Owing to the refusal of the Turkish authorities to admit the Dragomans of the embassies to the trial of Maher Bey, the French and Italian Ambassadors have recalled their Dragomans and strongly protested to the Porte, demanding a change of venue. The Bey is accused of complicity in the murder of an Italian priest killed in a convent at Marash in 1895 by Turkish troops commanded by the Bey.

Geo. Wolf, a teamster, left Chico, Cal., Wednesday night. Late that night pistol shots were heard by people near Butte Creek bridge. A search of the vicinity revealed Wolf's pistol in the road with two chambers empty and articles of merchandise scattered about. The team was found further on, but Wolf was missing. When he left Chico he had about \$1,500 on his person, and it is supposed he has been murdered and robbed.

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